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127th SFS Airmen return from Iraq

WELCOME HOME!

Forty-one Airmen from the 127th Security Forces Squadron deployed last August for a six-month tour to Iraq. There, the Michigan Air National Guardsmen supported the 447th Air Expeditionary Group at Camp Sather, Baghdad International Airport, Iraq.

On Thursday, Feb. 25, the last 27 members of the group returned to Selfridge ANG Base from deployment. They were greeted by family and friends at the Base Chapel's Community Center.



Photo by SSgt. Jeremy Brownfield, 127th Public Affairs

A-10s achieve goals during winter-basing in Ariz.



After just six months of flying the A-10 Thunderbolt II ("Warthog") mission from Selfridge Air National Guard Base, the 107th's "Red Devils" along with approximately 120 maintenance and support personnel, deployed to Davis-Monthan AFB, Ariz. On January 9. There, the Michigan Guardsmen took advantage of the ideal weather conditions to increase training tempos to prepare to upcoming missions in support of global operations. The group returned to Michigan on February 6th, having achieved hundreds of sorties, and expending hundreds of munitions. See story, page 5.

Photo by MSgt. Clancey Pence, 127th Public Affairs



Commander's Column



By Col. Leonard Isabelle
127th Operations Group Commander

Fresh from the Ops Group's successful winter-basing deployment to Davis Monthan Air Force Base, I thought that it would be appropriate to use my column this month to provide a quick update on our conversion to the A-10 "Warthog". I'll also answer a few of the "Frequently Asked Questions" that seem to come up anytime the subject of our new mission is discussed.

Since we flew our last F-16 training sortie fourteen months ago, many of you working in a variety of functional areas have been involved in the difficult but exciting process of helping us say goodbye to an airplane which we had known for almost 20 years and opening a new chapter in the history of the 127th Wing by converting to the A-10. I have been overwhelmed by the support of the Wing members. This quick report will give an overview of the results of your hard work on our behalf.

First the basics; we officially entered conversion in October 2008 (FY09). Almost immediately, we sent our first group of pilots off to training at Barksdale Air Force Base in Louisiana. For the next year, several classes of pilots completed the three to

six month long course at both Barksdale and Davis Monthan Air Force Bases. In May 2009, approximately six months after we flew our last F-16, we began A-10 flying operations here at Selfridge.

In addition to the pilots who spent long TDYs to become qualified, other areas of the Operations Group were required to undergo training in order to support the new mission. Just one example of this was the training received by the men and women of the Operations Group Intelligence section. These Airmen attended an intensive A-10 specific course conducted by an Air National Guard A-10 unit in Boise, Idaho. While there, they received intensive classroom and practical instruction in the tactical employment of the A-10 and learned how best to assist our aviators in conducting safe and effective combat operations.

Along with the necessary focus on training our people, there were a number of other items that needed to happen to prepare for the new mission. Computer and briefing room upgrades, major building renovations, significant airfield construction projects, the installation of an A-10 simulator, and countless other projects both large and small are either complete or in progress

Commander's continued pg. 3



...From the Chief's Desk



By Command Chief Master Sgt. Keith Edwards
127th Wing Command Chief

"... I will never leave an Airman behind." A very powerful line in a very powerful Airman's Creed. It means a lot more than not leaving someone behind on the battle field, though that is critically important.

It is all about taking care of each other. It is about being a good Wingman. It means asking if the Airman in your shop is okay when he or she is not acting as they normally do. Maybe they are depressed, or have a problem at home, or aren't feeling well. Make sure they know you notice and that you care enough to ask.

What about when several of you are out having a good time. Maybe having a few drinks. Who is staying sober to make sure everyone else makes it home okay? Or if you see someone making inappropriate remarks and advances on a female Airman. Do you step in to make sure she is okay, or do you leave her behind by not saying anything?

What about our retired Airmen that have served so well before us? Do you keep in touch with them after they retire from your shop or office? Do you maintain an email contact list of the retirees from your organization? Do you send them information about Wing events that they may want to participate in, or just know about? Or are they left behind because they retired? The vast majority of them do still care about the unit and want to know what is going on.

Being a good Wingman is a vital role. We have very important work to do. The Air National Guard makes up only 0.07% of the population of the United States. There are only 107,600 of us total. As I have told many of our newcomers at the newcomer's briefing, if we could get all the members of the Air National Guard in one place at one time, we could all fit in the University of Michigan stadium with seats left over.

Every Airman is vital to the success of the various missions we are tasked with. We cannot afford to leave even one behind. We must help each other and watch over each other in our training and our daily tasks and duties. We cannot allow our fellow Airmen to compromise their integrity, to perform their duties in an unsafe manner, to take short cuts in an effort to get our job done faster. We must look after each other, support each other, care about each other, in order to get the work done our country depends on us to do.

Our Wing has a lot going on in the coming months. The ACC side is finishing up their conversion to the A-10 aircraft. They have just finished their first deployment with their new aircraft. The AMC side of our Wing is preparing for two major inspections this fall. Our AFSOC Airmen are constantly training and preparing for their next deployment. None of us can do all of this alone. We need each other. We need to perform at our peak. The only way to do that is as a team, as Wingmen, looking after each other and assisting each other. You all are amazing Airmen who perform marvelous things in the most professional manner. Please continue to do all that, and continue to look after each other. Be a good Wingman, and never leave an Airman behind.



The Official Newspaper of the 127th Wing

A proud military organization characterized by excellence and integrity in the fulfillment of our duties to our nation, community and to one another.

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Deadline for April edition:

Monday, March 22

Commander's column, continued

and will continue for the foreseeable future as we progress down the road to becoming fully mission capable. These particular projects also require the most resources and support from the Wing and again, you have not let us down.

I mentioned our winter-basing trip earlier. This month long deployment that we returned from in early February was significant in a number of respects. First, this was our initial deployment in a new weapons system and required extra effort as we started with a clean sheet of paper and "unlearned" many things that were standard practices during the F-16 era. Secondly, we were hosted by the 355th at Davis Monthan, an active duty A-10 Wing. The 355th really rolled out the red carpet for us and gave us every bit of assistance they could to ensure that we had the framework in place to be successful. Their hospitality gave us a fantastic introduction to how the small tight-knit A-10 community works together to make things happen. Finally, our maintainers turned in a stellar performance which allowed our aviators to take full advantage of the world class air-to-ground training ranges and spectacular winter weather that were the major reasons for deploying to Tucson. In a performance that even a seasoned A-10 unit would be proud of, the 127th Maintenance Group generated aircraft that allowed us to deploy and redeploy flawlessly and fly essentially 100 percent of our scheduled sorties while at DM. A sincere "Thank You" to the MXG/CC and the talented folks who made this happen for us.

And now for some FAQs...

How many A-10's do we have?

We are officially a 24 jet A-10 unit as a result of the 2005 BRAC. Currently there are 22 aircraft assigned to Selfridge. By the end of this year we expect to gain four more jets for a total of 26. The current plan is for us to remain at 26 aircraft until late 2012 (FY13) when we transfer five aircraft to other units and officially become an 18 aircraft unit. This answer reflects current information and may change.

Did the F-16 pilots get trained in the A-10 or did the Battle Creek pilots come to Selfridge with the jets?

Yes and Yes! One of the decisions that we made early on in the conversion process was that in order for us to succeed and transform ourselves into a world-class A-10 organization, we needed experienced A-10 aviators to become a part of the 127th. We were very fortunate that a num-

ber of airmen of the 110th from Battle Creek made the commitment to become members of the 127th and pass on their considerable experience in the Hog to those pilots from the 127th who were selected to convert to the A-10. In addition to the former 110th members, we also have been fortunate to have hired experienced instructors from other A-10 bases to come fly with us.

Which aircraft do you enjoy flying more, the F-16 or the A-10? Wow! This is a subjective question and it is by far the most popular and the most difficult to answer. First, please understand that pilots are loyal and faithful to their current airframe and I will not deviate from that norm in attempting to answer this. Despite the fact that I flew the F-16 for many years for a couple of thousand hours, I am personally very pleased to be flying the A-10. The two jets could not be any more different to fly. Flying the Hog is a visceral experience; it makes noise, it vibrates, you smell the exhaust from the 30MM gun when you fire it, and it is very much what we pilots refer to as a "stick and rudder" aircraft. More importantly its slower maneuvering speed, smaller turning radius and greater ordinance carrying capability allow us to get down low and remain in the target area to support the troops on the ground and conduct Close Air Support, a mission at which it excels. We are also fortunate to fly the A-10C, the most of to date and capable model of the Hog. Its avionics suite is in many ways more capable than the F-16. The ability to employ precision guided munitions and utilize state of the art sensors is something that us former Viper pilots can appreciate and it makes the jet that much more effective.

What about incentive rides? The A-10 was designed from the beginning to be a purely single seat aircraft. Other than a few prototypes that are no longer flying, there are no two seat trainers.

The intent of this short piece was to bring you up to speed on what has been happening in the Ops Group over the past year and a half. There is not one area of the Wing that hasn't given us their unqualified support in our quest to become the best A-10 unit in the Combat Air Forces. Since you have all played a part in our accomplishments to date, I would like to personally thank you all and I look forward to working with you in the future as we continue to rewrite the history books.

Refuelers Refresh Military Skills

By TSgt. Dan Heaton
127th Public Affairs

No matter the challenge, no matter the environment, the aircraft must be ready when the commander calls for it. It is what the “O” is all about in “ORI” – the acronym for Operational Readiness Inspection.

With major inspections and a possible Air Expeditionary Force tasking on the horizon, the 127th Air Refueling Group put the focus on military basics during their February Unit Training Assembly at Selfridge Air National Guard Base, sending a couple hundred Airmen through refresher training on everything from small arms familiarization, chemical warfare protection and providing emergency care to an injured Wingman.

“Grab the tab and pull the head harness back over your head,” Senior Airman Brad Moehlig called out, as a class of about 20 chemical warfare suit-clad KC-135 maintenance personnel donned chemical-biological protective masks. As the Airmen checked the seals on their masks, Moehlig and other instructors from the 127th circulated among the group, offering guidance on correct wear of the mask.

His voice muffled as he talked through his gas mask, Chief Master Sgt. Keith Pionk, superintendent of the 191st Maintenance Squadron, said it is critical that all Airmen, regardless of rank or duty title, get the training needed to operate in a possible combat environment.

“Do we need to do this? We’re at war right now,” Pionk said, removing his mask at the command of the instructor. “There is not a person here who doesn’t need it. We are flying missions everyday.” The goal is to be ready to stay operational, come what may.

Trainers from the weapons, emergency management and medical specialties arranged group training for the Air Refuelers providing everyone with the basics. Additional training will be provided, as needed, to those preparing to deploy, said Master Sgt. Stephen Jakle, of the 127th Emergency Management Flight, who helped coordinate the day’s training and served as an instructor for part of the chemical suit instruction.

“This mass instruction is one part of three-legged stool of training,” Jakle said. “There’s also the computer-based training and then hands-on training – the doing and learning – to help this sink in for everyone.”

In the week prior to the February UTA, the full-time military staff of the Air Refueling Group took the mass trainer. During the weekend, about 100 military members went through the weapons, chemical-biological-nuclear, and medical training.

“Our traditional Guardsmen are and always have been the backbone of the unit,” Pionk said. “They have to have this training.”

On the opposite side of Hangar 36 from where the chief was practicing putting his mask on, Senior Airman Jason Bird was learning about the symptoms of various types of chemical agents that could be used. The Aircrew Flight Equipment specialist listened as blister agents, blood agents and the like were reviewed.

It’s been about five years since Bird joined the Michigan Air National Guard and first learned about chemical warfare protection in Basic Military Training.

“It’s a good refresher,” he said afterwards, standing in the shadow of a KC-135 Stratotanker inside the hangar. “If anything happens, we need to know what we’re doing. We need to be ready to be able to keep working and do the job.”



TSgt. Alan Little, 127th Civil Engineer Squadron emergency manager (standing left), instructs a group of 127th Air Refueling Group airmen during the Warrior Rodeo held over the Feb. 2010 Unit Training Assembly. (photo by John S. Swanson, 127th Public Affairs)

Unit's first deployment proves combat readiness

By Capt. Penny Carroll
127th Public Affairs

A mere six months after officially taking on the A-10C Thunderbolt II flying mission, the 127th Wing successfully completed its first deployment of the jets to Davis-Monthan AFB, Ariz., for a winter-basing exercise dubbed "Operation Demons to DM." On February 6, all ten jets and more than 100 support personnel returned to Selfridge Air National Guard Base after spending a month in warmer weather to develop confidence, enhance competencies and cultivate camaraderie.

The four week deployment proved that the 107th Fighter Squadron, 127th Operations Group and the 127th Maintenance Group are ready and able to position their combat capabilities wherever needed in the world.

"This deployment sets us up for taking the organization to the next level in preparation for the AEF," said Lt. Col. Doug Champagne, 107th FS commander, referencing the Wing's impending deployment in support of global operations in 2011.

The unit spent its first deployment focusing on training to be combat ready wingmen with the newest A-10 pilots completing their initial mission qualifications training. More experienced pilots with the unit previously flew the F-16; these Airmen focused their training on achieving flight lead upgrades in the larger and slower A-10.

The former F-16 Fighting Falcon mission took off for the last time from Selfridge Air National Guard Base in 2009 when the 127th Wing underwent conversion to the A-10C per the 2005 Base Realignment and Closure Commission. Col. David L. Augustine, 127th Wing vice commander, indicated that the change in aircraft has somewhat affected the unit's tenor, stating, "Although we remain the 107th Fighter Squadron, we do feel like a brand new unit."

Augustine, who has been flying the A-10 for a decade now, credited the 127th Operations Group Commander Col. Leonard Isabelle, 127th Maintenance Group Commander Lt. Col. Greg Holzhei and the 107th FS Commander, Lt. Col. Douglas Champagne, with the successful conversion. "This Wing has done an amazing job in trans-

ferring a renowned F-16 unit into a top-notch A-10 unit," he commented.

The journey to Arizona offered the Michigan Guardsmen better winter weather in which to train. It also simulated the desert environment where current combat taskings are taking place in southwest Asia. The Arizona ranges allowed the flexibility for the 107th's "Red Devils" to drop all the munitions that the A-10 can hold in a single sortie - something that cannot be done in Michigan.

"A lot of the stuff we struggle to train on here, we are unlimited with there," Champagne explained. The pilots practiced flying tactical maneuvers at low levels through mountainous terrain. The larger ranges in Arizona also allow jets to drop different munitions and shoot live rockets, flares, and missiles.

New A-10 pilot Lt. Wes Gregory had the chance to shoot a Maverick missile for the first time in his career on this trip. Usually, pilots train at home station using simulators and see how they perform on corresponding video screens. Gregory commented, "It was great to shoot the maverick for real because I could validate the weapons effect of the missile itself - how it impacts the target. Normally we just do it on video, but it worked as advertised."

The 127th Maintenance Group proved their capability to deploy 10 aircraft and maintain an intense flying schedule for 4 weeks. Keeping the jets healthy and in the air also allowed 127th Operations to meet their sortie requirements for the first time since climbing into the A-10C cockpits.

"We've struggled with the health of these jets since we acquired them," said Lt. Col. Greg Holzhei, 127th Maintenance Group commander. He made clear that the A-10s have been undergoing significant challenges in maintenance over this past year with fixing the fleet-wide wing crack issue as well as getting each jet through many upgrades.

However, the Airmen flew a vigorous flying schedule keeping to about 16 flights a day - a heavy 8 turn 8 schedule.

"A lot of the A-10 community at Davis-Monthan didn't think we could do it with only 10 aircraft," said Major Kurt

Continued at A-10s, pg. 8

Can you keep a secret?

By Capt. Penny Carroll
127th Public Affairs

Ask any Airman what the foundation of successful service is and he or she may answer in a number of ways: Air Force Core Values; Airman's Creed; personal accountability; professional military education; physical fitness, or even readiness. But the real foundation to any Air Force member's service, whether active duty, civilian, Guard or Reserve status, is the security clearance.

In order to hold a position with the Air Force, all Airmen must have, at minimum, a secret security clearance. This minimum is also needed for that person to be allowed USAF computer access. Why is this necessary? Because as employees of the Department of Defense, Airmen are trusted to potentially have access to confidential and sensitive information that can have an impact on national security.

In most cases Guardsmen at the 127th Wing complete paperwork for the security clearance prior to going to Basic Military Training. The completion of the Standard Form 86 initiates an investigation of the individual's background by the Office of Personnel Management which is forwarded to the Air Force Central Adjudication Facility who determines suitability and trustworthiness of the person being investigated for the proper security level.

The investigation includes personal, criminal, financial and educational history, as well as past employment, and drug and alcohol use or abuse. It is noncriminal in nature and covers a defined period of normally no more than the past ten years. It is essential that Airmen complete the questionnaire thoroughly and honestly, an important part of gaining the "trustworthy" label. Answering questions with false information or failure to provide data which may be construed as unfavorable is often more detrimental to the investigation process than if the individual answers honestly and provides qualifying information to the investigator during follow-up interviews.

After a secret or higher clearance is obtained by a member of the Air Force, the clearance and investigation of the individual enters a Continuous Evaluation Program for periodic review. This review means Airmen are subject to reinvestigation and to a "reasonable degree of monitoring by supervisors, co-workers, and security professional between investigations ("How to Receive and Maintain Your Security Clearance", the Defense Security Service). It is during these periodic reviews that personal conduct which may create a vulnerability to maintaining a security

clearance must be addressed or the clearance revoked.

According to Mr. Jeff Thomson, Installation Security Program Manager at Selfridge Air National Guard Base, the 127th Wing is seeing an increase in personnel receiving Statements of Reasons, revocations and denials of the security clearance. "Airmen need to protect their clearance like they would their lives," he analogizes. "The clearance is a must-have for our Airmen to keep their jobs."

Mr. Thomson works with each unit's Security Manager, whom he refers to as a "pivotal cog in the security clearance process." The Unit Security Manager assists members in initiating the security clearance paperwork and with the periodic reviews. Security Managers also assist Airmen through the process of responding to a Statements of Reasons or other questions from the Air Force Central Adjudication Facility (AFCAF).

"Airmen need to protect their clearance like they would their lives"

The negative trend at Selfridge appears to be tied to the down turn in the local economy. Thomson says that the increase in negative findings during the review process recently have all been issues closely related to financial responsibility. Financial concerns that the security clearance process considers a vulnerability include but are not limited to living beyond one's means, calls at work

from creditors, bankruptcy, bounced or bad checks, reposessions, and failure to pay child support payments.

"Financial irresponsibility is the keyword here," explains Thomson. "Having debt is not detrimental. But not paying bills or walking away from debts is the worst thing an Airman could do." He states that the best thing a financially troubled individual can do is to deal with creditors up front and honestly and getting into legitimate payment plans with the creditors.

Thomson encourages financially struggling Airmen to keep and maintain written communications with their creditors keeping copies to provide during the periodic review process. This will show evidence of being upfront and honest with creditors and could mean the difference between a revoked clearance and a maintained one.

Mr. Thomson shared this insight, "Basically, all is not lost. If you lose your job and can't pay your bills, that's an unfortunate circumstance that can be worked through with your creditors. But if you're showing signs of irresponsible behaviors, those red flags can certainly cause someone to lose their clearance."

For information and guidance, Airmen may want to consult a lawyer for legal or financial advice in this matter.

Promotions

Senior Airman

Trevor Ploe, 191 AMX

Staff Sergeant

Cristina Galvin, 191 AMX

Ryan Leyman, 191 MXS

Bradley M. Moehlig, 127 CES

Technical Sergeant

Aaron Balk, 171 ARS

Ricardo Colon-Pagan, 127 MXG

Roque Diegel, 127 LRS

Kevin Durkee, 127 LRS

Hart S. Haire III, 127 LRS

Rodger Zink, 127 LRS

Master Sergeant

Edward Holloman Jr., 127 ARG

Gerald Morgan, 127 LRS

Senior Master Sergeant

Donald Smith, 127 ARG

Chief Master Sergeant

Raymond Carroll, 127 CES

Retirements

MSgt. Barry Brannan, 127 SFS

SSgt. Joseph M Schneider, 127 AMX

MSgt. Glen D Sierpien, 127 LRS

TSgt. Richard W. Cuker, 127 MXS

Briefly ...

Scholarships for Military Children Program

The Scholarships for Military Children program awards a minimum of one \$1,500 scholarship to dependent unmarried children under age 23 of active duty personnel, Reserve/Guard and retired military members, survivors of service members who died while on active duty or of individuals who died while receiving retired pay from the military.

Applicants must be enrolled or planning to enroll in a full-time undergraduate degree program at an accredited college or university in the fall term of 2010. A 3.0 GPA on a 4.0 basis is also required.

Applications, previous scholarship recipients and further information may be found on www.militaryscholar.org.

127th Wing Ball Tickets on Sale

The 127th Wing Ball is just around the corner. Tickets are priced at \$15 per person for Saturday, April 10, at The Mirage, 18 Mile Rd. in Clinton Township, Mich.

The ticket price includes: dinner, dessert, premium open bar, valet parking, coat check and a shuttle service to partnering hotels. See your First Sergeant or designated point of contact for ticket purchase.

2010 Michigan National Guard Youth Leadership Camp

The 2010 Youth Camp is scheduled for Jul. 18-23 at the Combat Readiness Training Center, Phelps Collins ANG Base, Alpena, Mich. for 9 – 12 year-olds dependents of active service members, retired Michigan National Guard members and Department of Military and Veterans Affairs employees.

Applications are due with the \$60 application fee by April 16. Make checks payable to MI NG Youth Camp. Volunteer applications are due by March 19.

Mail both applications to:

JFHQ Michigan National Guard
Family Programs Office

ATTN: Angie Spina

3411 N. Martin L. King Jr. Blvd
Lansing, MI 48906

Registration confirmation packets will be mailed to the first 150 applicants shortly after the April 30, 2010 deadline. Applications received after the 150 limit will be returned with the application fee.

Texting While Driving When on Official Business Now Prohibited

Executive Order #13513, "Federal Leadership on Reducing Text Messaging While Driving," was signed October 1, 2009, to help reduce the dangers of text

messaging while driving. The Executive Order states: "Federal employees shall not engage in text messaging: a) when driving a GOV, or when driving a POV while on official Government business, or b) when using electronic equipment supplied by the Government while driving."

This ban covers reading from or entering data into any handheld or other electronic device, for the purpose of Short Message Service texting, e-mailing, instant messaging, obtaining navigational information, or engaging in any other form of electronic data retrieval or electronic data communication.

Visit <http://edocket.access.gpo.gov/2009/pdf/E9-24203.pdf> to review a complete version of Executive Order #13513.

DAV Rep at SANGB

A representative from the Disabled American Veterans will be at the Chapel (community center area) every Thursday from 12:30-4:30 p.m.

The DAV employs a corps of approximately 260 highly trained National Service Officers and 25 Transition Service Officers who directly and tirelessly represent veterans and their families with claims for benefits from the VA. Veterans do not have to be DAV members to take advantage of this outstanding assistance, which is provided free of charge.

ESGR protects Airmen, supports employers

By SrA Anna-Marie Wyant
127th Public Affairs

Guardsmen and Reservists with civilian jobs know the importance of coordinating military duties with their civilian employers. But how can they show their appreciation to understanding employers, or how can they ensure employers respect their rights? Employer Support of the Guard and Reserve does both and more. ESGR, a Department of Defense organization, has served as a liaison between service members and their employers since it was established in 1972. Although ESGR has been offering its services to military members in all branches for nearly four decades, few are aware of the organization, said Mal Forsys, an ESGR Military Outreach Representative for Southeastern Michigan.

"Two thirds of service members don't even know we exist," Forsys said. Forsys, a retired master sergeant from the Michigan Air National Guard, said he was unaware of ESGR until after his retirement. Forsys said a poll from ESGR headquarters in Arlington, Va., shows why it is important for service members knowing their rights and utilize ESGR's services.

"Thirty-four percent of [service members] said Reserve obligation causes problems in their civilian jobs," Forsys said,

"and 56 percent have missed vacation time to perform Reserve duties."

Forsys said it is illegal for employers to force employees to use vacation time for military obligations. He added that 15 percent of service members believe they have been denied a promotion because of military duties, which is also against the law. Furthermore, 10 percent are considering leaving their civilian jobs due to conflicts with military commitments, Forsys said, which is a problem ESGR can help remedy.

But ESGR is not just for service members; employers are entitled to certain benefits as well.

"If the service member is abusing his rights, we will represent the employer also," Forsys said. Beyond that, Forsys said there are awards and certificates ESGR presents to supportive employers nominated by their employees ranging from local to national recognition.

"It's a pat on the back," said John H. Becker, an ESGR representative who works alongside Forsys.

Becker, a retired chief petty officer first class from the Naval Reserve, said he nominated his civilian boss for an award two decades ago.

"At that time, my schedule was all over the board with the reserves," Becker said. "My boss didn't mind; he gave me the time off that I needed."

Becker, then a manager for Blue Cross Blue Shield, said he found out about ESGR's employer awards program and wrote a five-page nomination for his boss. He said his nomination led his boss to win the top award for the state.

In addition to awards, ESGR offers various outreach programs, including base tours and incentive flights exclusively for employers, Forsys said. Such tours may include aircraft static displays, flights on military aircraft, and rides in Coast Guard boats. Forsys said the purpose of the tours is to show appreciation to employers and let them see what their employees do in their military jobs.

ESGR is more than willing to show gratitude to employers who are supportive of military employees, Forsys said, but Reservists and Guardsmen must go to the ESGR Web site to nominate their bosses.

"It's the service member's responsibility to inform their bosses," Forsys said. "If they have a boss who is at all interested, let us know!"

The ESGR office is located in the base chapel, building 168, and is open Wednesdays from 10 a.m. to 4 p.m. Forsys is available to answer questions and can be reached at (586) 239-5370. For more information, visit the ESGR Web site at www.esgr.mil.

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Ring, 127th Maintenance officer. "A couple of things went in our favor: a dedicated work force, working long hours and we didn't have many hard breaks,"

The 288 sorties flown allowed the pilots to achieve their upgrades while logging almost 650 flying hours in the Warthogs. The pilots expended almost 3,000 flares, hundreds of dummy bombs and close to 10,000 rounds of 30mm ammunition from the A-10's large Avenger Gatling gun around which the jet is built.

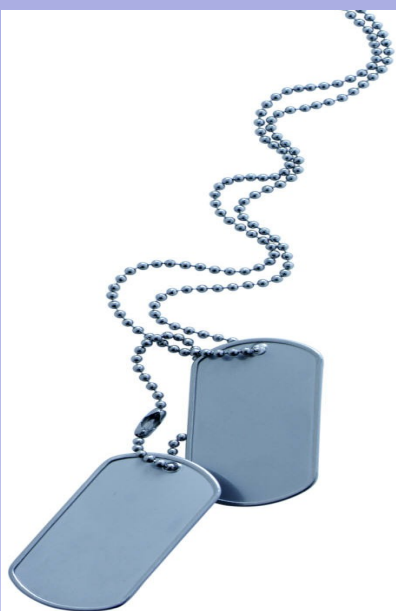
"This was our first opportunity to deploy with the A-10, so we were able to gain knowledge in the A-10 specific mobility requirements," Ring said of his maintainers. "We were also able to gain insight into sortie generation time-

lines and requirements. Overall this deployment was a major success for Maintenance."

"This trip was a pivotal moment in not only the conversion, but in preparing the unit for combat operations that are just 16 months out," Col. Augustine emphasized.

"We've proven we are more than adequately prepared as a combat organization to succeed wherever we may be needed in the future."

Brig. General Michael Peplinski, 127th Wing commander, commented on the success of the A-10 deployment and underscored the readiness of the 127th Wing stating, "With the Wing in the midst of two simultaneous mission conversions, these success stories are critical to morale. The Wing continues to steadily move forward toward a combat ready status as it meets the nation's airpower needs."



127th Wing Ball

Saturday, April 10 at 6 p.m.

Tickets only \$15

“Airmen Shaping and Defining the Future”

The 127th Wing Ball will take place at the Mirage Banquet and Catering Hall in Clinton Twp., Mich., on April 10. The event will kick off with a cocktail hour at 6 p.m. with dinner following at 7.

Tickets are only \$15 and include dinner, dessert, premium open bar, valet parking and coat check. Free shuttle service is being offered from the Comfort Inn on M-59. 127th Force Support Squadron will be working to place airmen who are attending the Ball in that hotel. Airmen from out of town (50 miles from SANGB) can qualify for a single room if they plan on bringing their spouses, but must coordinate with their first sergeants. Rooms at the Comfort Inn will be at the military rate and available on a first come/first served basis.

This year's Ball program will be pared down, with a simple focus on entertainment and camaraderie. There is no guest speaker for the night, and this year there will be a live band instead of a DJ.

TSgt. Rachel Vermeesch, who is leading the coordination for the 127th Mission Support Group's hosting of the event, says, "This night should be a chance for our members to get out and put their 'introvert' away for the night!" She encourages Wing Airmen to socialize, especially with people outside of their own units.

With the ticket prices set at an all-time low of just \$15, more important is placed on Wing Ball fundraisers. The March UTA will be a last chance to buy tickets, but also a last chance to participate in these fundraisers. **Tickets can be purchased from unit first sergeants.**

On Saturday, March 13, the weekend begins with a pancake breakfast fundraiser sponsored by 127th Civil Engineer Squadron. The 127th Communications Squadron will be hosting a Chili Cook-off lunch fundraiser on March 13, as well as a Dodge Ball competition after work that day. On Sunday, Wing Airmen are encouraged to participate in the fundraiser at the Mt. Clemens Buffalo Wild Wings restaurant, where a portion of the day's receipts will be do-

nated to the 127th Wing Ball.

Table sponsorships are available as in the previous few years at a \$100 cost. Councils, units, organizations, and shops are encouraged to pitch in and sponsor a table, which will provide the table centerpieces, a glass etched plaque noting the sponsoring individual or organization.

This is the last "annual" ball to be held. The next 127th Wing Ball will be held in 2012 as the wing moves to an every-other year schedule on years opposite the Air Show.

DRESS RIGHT, DRESS

The 127th Wing ball is a formal military event. All military members in attendance must be in the appropriate military uniform as referenced in AFI 36-2903.

Enlisted members can elect to wear the Mess Dress uniform or the Semi-Formal uniform. Semi-Formal consists of wearing the Service Dress coat and pants/skirt with a white long or short sleeve shirt and respective herringbone tie or tie tab. The name tag and headgear are not worn. Saluting is not required.

Officers are required to wear the Mess dress uniform. The cummerbund is worn with the open edge of the pleats facing upward.

Females must wear long hair styled in a manner that keeps hair from extending below the collar line and prevents loose ends from extending upward on the head (for example: no rooster-tails). Nail polish and lipstick will not be shades that distinctly contrast with the complexion, that detract from the uniform, or that are extreme. Some examples of extreme colors include but are not limited to, purple, gold, blue, black, and bright (fire engine) red.

127 Wing Ball Fundraiser

**A great cause
and some great food**



All friends, family and supporters of the [127 Wing Ball](#)
are invited to participate in their fundraising event on

[Sunday, March 14, 2010](#)

Everyone is invited to gather at Buffalo Wild Wings in Mt. Clemens (48 Market St.) for lunch, dinner, or a snack. On this day, 20% of purchases* accompanied by the certificate below will be donated to the

[127 Wing Ball.](#)

[127 Wing Ball Fundraiser](#) **[Sunday, March 14, 2010](#)**

Present this certificate to your server at the time of your order and 20% of your purchases* will go to support the **[127 Wing Ball.](#)**



*Valid towards Dine-In and Carry-Out. Not valid towards gift card purchases.

Only valid at 48 Market Street, Mt. Clemens, MI (586) 469-0725